

THE WHITE-STUCK RIVER PROJECT

On invitation of Mr. W. J. Roberts, engineer in charge of the work, who made this office a pleasant call last Monday, we joined in and went over the entire project.

Leaving Sumner and passing through Auburn we soon came to the camp on White river where King and Pierce counties are putting in a drift barrier.

The proposition is to prevent any drift from coming down the river. Then cleaning all drift wood out of the channel below the drift barrier and then straighten the channel and widen it in some places and thus give the water a clear run, and by protecting the banks make the improvement substantial and permanent. With this object in view they are putting the barrier across the canon where it was found to be the narrowest. To make this permanent they have first anchored ten two-inch wire cables in the bank on the south side of White river, and then every 64 feet they are building cement piers 20 feet square and through this cement they have ten 2-inch eye bolts. There are 26 piers altogether, weighing about 330 tons each. To these eye bolts are fastened the two-inch wire cable. This barrier when complete will prevent any drift wood from going farther down the river. Any one who sees this barrier can but see the permanency of the work and realize the strength of the entire structure.

The joint commission set aside \$70,000 for the construction of the drift barrier, \$40,000 for the Auburn dam, \$43,000 for the county line cutoff (Bearance & Cleaver, contractors), \$66,000 for the dredge, and the unit price contract for dredging will run close to \$250,000. This work was let at 7.3c per cubic yard, from Puyallup bridge to Tacoma, and at 7.95c per cubic yard from Puyallup bridge to Sumner. Good progress has been made in securing the right-of-way, which is to be 420 feet wide, providing 300 feet for river channel and 60 feet additional on each side for dikes where necessary.

About 12,000 yards of concrete

were placed last year, and it is the intention to make the work permanent. The straightening of the channel is termed "rectification" by the United States engineers, and is a feature of the work that must not be overlooked in any treatment of the river that is to become permanent. Major J. B. Cavanaugh, U. S. Engineer in charge of this district, has approved the plans for the work from Sumner to Tacoma, this being deemed a navigable stream by the War Department.

The work is under the immediate control of Superintendent H. H. Wolff, who is a live wire and strictly onto his job. He has about 45 men under him and every man seems to know his part of the work and does it. We were somewhat surprised to see so many men and none who seemed to be loafing on their job.

After reviewing this piece of work we went down to the dam that was put in to prevent any water from going down the old channel of the White river. Here is a structure 1600 feet long, 11 feet wide at the base, 14 feet high and 4 ft. 6 in. at the top, built of concrete and reinforced with steel rods. It doesn't seem possible that the water could ever in any way affect this structure. It was here we saw a pile of wood over 70 feet high and containing over 2000 cords which had been taken from the river, which shows the amount of drift that was in the river when they began clearing it.

From here we visited the part of the work where two large wing dams are being constructed of solid concrete and steel. They are surely permanent. This work is under the direct supervision of C. E. Cleaver. The main wing is 1100 feet long and the other about 600 feet.

Mounting our buzz-wagon, which by the way, was a Ford, we hied ourselves down the river to the N. P. bridge. Here the protection of the banks is changed by putting in rip-rap which consists of layers of cement blocks a little back and above each other. These blocks are made where they lay and a wire cable runs the entire length of the rip-rap, adding strength to the work. This seems to us a very strong and efficient protection against

crew of men that know business and wish to earn salary. Mr. Roberts is in charge of the entire work, his eye on the job in being it large or small, congratulated on his work which he is having construction work. Sub-missioners should have secured good steel for the work.

Sumner, on Monday public auction, at my decided to move from

MARCH 5, 1915

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RESERVATION PHOTOGRAPH

THE SUMNER

VOLUME I

SUMNER, PIERCE COUNTY, WASHINGTON, FRIDAY

Set the Habit of Saving

Out of every thousand population of the United States only ninety-nine carry a savings account; while in Foreign countries, Switzerland has Five Hundred and Forty-four; France Three Hundred and Forty-six; Germany Three Hundred and Seventeen; England Three Hundred and Two, and Italy Two Hundred and Twenty. Help increase the number by opening an account in the

State Bank of Sumner

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Arriving at the Stewart bridge we found the dredger at work straightening and widening the channel, which when completed will be 200 feet wide. The work of dredging is by contract at 15c per yard. They are putting in the same cement rip-rap here that was used below the railroad bridge. F. H. Essig has charge of this line of work.

We very much enjoyed this trip and was much surprised by what we saw, for we had been led to believe from reading the papers that the work was not permanent, but on inspection everything seemed of the most permanent character and the work was being pushed along in the most efficient manner by a crew of men that know their business and wish to earn their salary. Mr. Roberts who has charge of the entire works, keeps his eye on the job in every detail, be it large or small, and is to be congratulated on the way in which he is handling the construction work. And the commissioners should be pleased to have secured such a man to push the work.

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